AFFAIRS OF THE RAILWAYS.

The Freight Record. For four successive weeks freight men

have predicted that the climax in business had been reached, and yet with each week an increase in tonnage has been shown over the preceding week, until, in the week ending Sept. 14, nearly twelve hundred more loaded cars were handled than in the week ending Aug. 17, which was supposed to be the heaviest movement that the roads were likely to have this year; and still it is stated that but for the scarcity of cars two thousand more loaded cars would have been handled last week than there were. That Indianapolis roads are handling a larger volume of traffic than ever before is not denied, and most of the business is carried at fair remunerative rates. East-bound the movement of grain last week was hardly as large as in the week preceding, while there was a heavier movement of live stock, lumber, staves and heading, with a considerable sprinkling of cotton and wool. For export an increased business is shown. West-bound, the tonnage moving is seldom, if ever, heavier. It consists largely of dry goods and heavy groceries. With the Pennsylvania Company there was a heavier movement west-bound of anthracite coals and coke, but it is still considerably below the usual September volume. North-and-south roads are doing an excellent business. The improvement in business with the carworks in the North requires heave shipments of Southern pine northward, and other products of the South, such as cotton, vegetables and fruits are swelling the tonas large as in the week preceding, vegetables and fruits are swelling the ton-nage. The shipments South consists largely of provisions, dry goods, machinery and ice, the shipments of the latter article still being heavy. Local traffic is at high tide at the city depots. Platform men and clerks are making overtime, and seldom are the platforms more heavily loaded than during the last week. Below is given the number of cars received and forwarded at this point in the week ending Sept. 14, as compared with the corresponding weeks of 1888 and 1887:

Name of Road.	cars,	cars,	cars.
	1889.	1888.	1887.
L., N. A. & C. Air-line	318	352	301
I., D. & W.	406	478	278
C., H. &D. (Ind'p'l's div.)	918	837	770
L. E. &W.	600	511	519
Vandalia.	2,313	1,973	2,103
O., I. & W. Eastern	670	887	933
	762	904	764
Penn. lines I. & V	550	631	640
J., M. & I	1,143	856	994
Chicago div.	512	365	303
C.,C.,C. & St. L. Clev. div. St. L. div. Clev. div	1,629 2,035 2,492 2,140	1,562 1,789 1,832	1,637 1,980 2,160
Totals. Empty cars	18,784 4,480		
Total movement	23,264	22,048	22,388

New Scheme for Maintaining Rates.

CHICAGO, Sept. 15 .- The Times, to-morrow, will say: "A movement is on foot among the passenger men, both east and west of Chicago, to form a gigantic asseciation in which shall be vested the ratemaking power for the entire territory between the Atlantic seaboard and the Missouri river. The movement is still in its infantile stage, but those who have given the scheme serious consideration are of the opinion that it is not only practicable but certain to result in great benefit to the railroads if put in operation. A similar plan has been talked among the lines extending from the Missouri river to the Pacific coast. and the present prospects are that it will

Should both these schemes be put into execution, the entire passenger interests of the country will be merged into these two great organizations. The time is propitious for such a movement. The Western State's Passenger Association is at present inoperative. The internal disensions arising over the attempt to elect a chairman to succeed Mr. Abbott has so clogged the machinery of the association, that it is practically useless and must soon go to pieces unless the proper means are taken to again put it in running order. That the passen-ger department of the Central Traffic Association is loosing its power and influence has been apparent for some time. It has had no meeting since July, owing to the failure of several members to answer the call for the August and September meetings, and the consequent lack of a quorum on both these assessments.

The plan is to have severe penalties for violations of rules, and provides that all disputes among roads regarding rates and differentials shall be settled by arbitration; that all differentials shall be published in the rate-sheets issued by the association, and that every purchaser of a ticket may thus be advised in advance just what concessions are held out by the weaker lines, without making a tour of investigation among them all. The opinions of general passenger agents are being gathered regarding the scheme, and if the result justifies it a meeting will be called in the near future to discuss the matter. both these occasions. to discuss the matter.

Traffic Notes.

Belt-road engines last week handled 854 car-loads of live stock, against 609 in the corresponding week of 1888; increase this year, 245 cars.

Freight traffic is moving along quite evenly over the Vandalia. Last week the road brought into Indianapolis 1,178 loaded cars and forwarded from here 1,125 loaded

With the exception of the Indianapolis & Vincennes all Pennsylvania lines coming in here, it will be noticed, last week showed a largely increased movement of loaded cars over either of the former years with which comparisons are made. It was the banner week on the Belt road

in the week ending Sept. 14, as there were 14,023 cars transferred over the road, against 11,617 in the corresponding week of 1888, which was among the best weeks of last year; increase in the number of transfers this year, 2,406 cars. Freight traffic over the Cleveland divis-

ion of the Big Four was a little off last week, the road bringing in from the East but 1,106 loaded cars and forwarding East but 1,190. The falling off, as compared with previous week, is wholly attributable, it is stated, to a scarcity of cars.

The management of the Lake Erie & Western are trying to develop the livestock traffic over their line, and are making good headway in the matter, last week bringing in here three full train-loads of cattle and hogs gathered on their own road and delivered to them by Western connec-

West-bound traffic over the Pennsylvania lines the last few days has become much heavier than east-bound. Last week the road brought into Indianapolis 907 loaded cars and forwarded but 722. Until the last week the business of the road east and west-bound has been very well equal-

Personal, Local and General Notes. Commencing with Oct. 5, train No. 20 out

of here over the Pennsylvania line will make direct connection at Harrisburg with a train for Washington, D. C., hauling a through coach. Jeremiah Butterfield, who for fourteen

years was agent of the American and United States express companies at this point, died last week, at Red Oak, Ia., after two years' illness.

On trains Nos. 1 and 20 on the Pennsylvania and Vandalia the baggage cars are now run through between St. Louis and Jersey City, thus obviating the transferring of baggage at Pittsburg. Columbus, O., will soon bave as many roads running into its Union Station as has

Indianapolis. It now has the trains of fourteen roads, and a contract has been let for the fifteenth—the Columbus, Lima &

A. Manvell, the newly-elected president of the Atchison, Topeka & Santa Fe road, is said to, in countenance, much resemble T. Malott, of this city, and he is said to take up important questions as coolly as does Mr. Malott.

R. W. Geiger, chairman of the Central Traffic Association Southern Products Committee, has called a meeting of this commit-tee for Sept. 19, at French Lick Springs. He asks that the committee come prepared veral days and complete the work

assigned them. The general passenger agents of the Chicago lines show a disposition to accommodate the traveling public between Indianapolis and Chicago. The Pennsylvania last night put on a Pullman coach to run locally between Indianapolis and Chicago it out. It needs no diagram.

nightly, each way. A person wishing now to go by either line can take a berth in a sleeping coach any time after 8 P. M., they standing on the spur tracks west of the

Union Station. As Traffic Manager Murray has reorganized the force on the Big Four system, after leaving the general officers the passenger department will have but sixteen representatives and the freight department twentynine, at different points, to look after the company's interests.

The Pennsylvania Company on Saturday completed the fine railroad bridge over the Ohio river at Steubenville. The bridge consists of seven open spans, each 232 feet long, and one channel span 312 feet long, making the bridge 1,936 feet in length from abutment to abutment.

The shops of the Pennsylvania Company at Altoona, in the month of August, turned out more work than in any month since they were established. Over four thousand cars were rebuilt, and five hundred new ones turned out, and this month work is being pushed to the utmost capacity of the

The line established a few months ago by the Cincinnati, Hamilton & Dayton, to run between Indianapolis and Detroit, has become so popular that General Passenger Agent McCormick has arranged to put on a line of through Pullman coaches to run nightly each way between the points

The old Bee-line Gazette has been re-vived as the Big Four Gazette, and the September number is replete with informa-tion. On one of the outside leaves is a map of the C., C., C. & St. L. (Big Four) system as far as it has reached out as yet. By the October issue, possibly, three more roads will be added to the system.

C. M. Wheeler, who is retired as a representative of the Missouri, Kansas & Texas road in this territory by the retrenchment policy of the company, in the time he was here made many warm friends by his genial methods of doing business and the care he took to see that parties who patronized the line were well cared for.

A scheme is on foot to make the Chattaroi road, in Kentucky, one of the most important roads in that State. It is proposed to build from Richardson, Ky., its present termiuus, through the mountains to Tazewell, Va., where connection will be made with the Norfolk & Western road. To do this will require the building of 135 miles of new road.

The Louisville & Nashville has just added twenty new locomotives to its power. They were built at the Rogers locomotive-works, of which Reuben Wells is general manager, and he furnished an engine which he thought adapted to service on that road. He well understood what was needed, he having been superintendent of motive power on the L. & N. for years.

General Passengers Agents Ford, of the Pennsylvania; Barker, of the Monon; Mc-Cormick, of the C., H. & D., and Martin, of the Big Four, will hold a conference here to-day regarding rate matters. It will not be surprising should there be some sharp talk, as one of the lines, it is alleged, has been tampering with rates since the Cincinnati meeting by extending limits of

The first complaint which the Interstatecommerce Commission, which convenes here to-morrow, will likely hear, will be that of the millers of Indiana, Illinois and Ohio against the Pennsylvania Company, the millers asking them to explain what justice there is in charging 5 cents per 100 pounds more for transportation to the seaboard of the products from corn, than for the corn

George W. Bender, with the approval of General Superintendent Blee, on Saturday made the following appointments on the Chicago division, of which he is superintendent: J. W. Riley, trainmaster, to have charge of such business, Cincinnati to North Indianapolis and branches, inclusive; S. T. Blizard, trainmaster, North Indianapolis to Seneca, inclusive; E. W. Allen, chief dispatcher, vice S. T. Blizard.

The Erie and the Delaware & Hudson railroad companies have compromised the suits which were brought against them by certain shippers, and which were to come up before the Interstate-commerce Commission. The suits involved charges of discrimination. When they were brought an opinion prevailed that some sort of a compromise would be effected, as neither of the companies would hardly desire to have its methods of doing business venti-

The United States Express Company is not as generous to its old and faithful employes as some of the other companies. Within a few months men who have been doing good work for a score or more years have been dropped with as little ceremony as would a man whom they had reason to distrust. To pension a messenger, for in-stance, who had carried millions of money and valuable freights, and never caused the express company any trouble, would seem just; at least, it should entitle him to half pay.

E. A. Ford, general passenger agent of the Pennsylvania lines west of Pittsburg and of the Vandalia, has undertaken to bring about a conference of the general passenger agents of lines east of the Missouri river, with a view to the formation of an association, organized on such a basis that every important line will have a representative member. The associations are too numerous now, and the plans on which they are operated too varied to do effective work, especially in the fixing and maintaining of rates. A number of general managers and general passenger agents have communicated with Mr. Ford in reference to the matter, and all favor the proposition.

Three complaints have been filed with the Interstate-commerce Commission by Messrs. Procter & Gamble, soap manufacturers, doing business in Cincinnati-one against the Cleveland, Cincinnati, Chicago & St. Louis railway and others; another against the Cincinnati, Hamilton & Dayton Railroad Company and others, and the third against the Cincinnati, Washington & Baltimore Railroad Company, and the Baltimore & Ohio. Defendants' lines form three separate routes from the West to the seaboard. The complainants allege that common soap is improperly classified in the fifth class in the trunk-line classification. Nos. 5 and 6, with washing, crystal, liquid soaps and soap powders, which are higher in price, greater in bulk and less in weight than common soap, instead of being placed in the sixth class, with staple articles of the grocery trade, to which it is more simi-lar in price, bulk and weight, and of equal necessity to consumers.

A WORD TO COLORED PEOPLE.

They Are Advised to Cultivate the Race Feeling and Be Loyal to Each Other.

Rebecca Harding Davis, in The Independent. The most serious obstacle which lies in the way of the colored people is the want of union and sympathy among themselves. They seem to be almost destitute of any race feeling or esprit de corps. The edu-cated n ulattoes usually disown with dis-gust and contempt the blacks. Their hope and ambition too often are to be mistaken

for whites. "Race?" said a quadroon to me lately. ") have no race! I am descended from a people without a language, without a literature, without a history and without a hope. I have no race!"

I heard the other day of one of the same people, an old negress in Boston, who showed a different temper. "Don't look down on your people," she said to her children, "because you have education. God gave you education to lift them up. Don't spend your lives tryin' to be mistaken for white folks. It's your business to be black."

There has the gist of the whole matter. No race has ever succeeded by ignoring itself and aping another. As long as the Russian and German copied the Frenchman in his literature and manners they were mawkish failures. It was only when they were content to be what God made them, and to do the best they could with them-selves, that they took their place among

There can be no nobler work for a man than that of lifting up his own despised

If God has sent you into the world a negro, make it your business to be black. So bear yourself that the next generation of men shall not mistake you for a white man, but wish that they, too, were negroes.

Stopped Just in Time.

Boston Herald. Mrs. Helen M. Gougar remarks that there is not a newspaper in this country to-day that supports high license that is not bribed to do so by the National Liquor League. Mrs. Gougar, you don't know what you-, but, come to think of it, yo are a woman.

"Husbandicide" is the latest addition to the language. The St. James Gazette trots

MINOR CITY MATTERS.

To-Day's Doings. DEMOCRATIC PRIMARIES TO ELECT DELE-GATES TO CITY CONVENTIWN—Evening. AFRICAN FOREIGN MISSIONARY CONVEN-TION-Second Baptist Church; day and even-

COMMON COUNCIL-Council Chamber; even-BOARD OF TRADE COMMITTEE ON RECEP-TION OF SOUTH AMERICAN DELEGA-

GRAND OPERA-HOUSE-J. K. Emmet in "Uncle Joe, or Fritz in a Mad-house;" evening. PARK THEATER-Leslie Davis's Ideal Company in the "Sea of Ice;" afternoon and even-EDEN MUSEE-Curiosities; afternoon and even-

BATTLE OF ATLANTA CYCLORAMA-Market street, between Illinois and Tennessee; day and evening.

Local News Notes.

The eighth year of the Girls' Classical School opens this morning. The Columbia Club, now fairly under way, has opened its cafe, and, beginning with to-day, a number of its members will

take their noon lunch at the club.

Personal and Society. Byron Prunk leaves to-day to resume his studies at Wabash College. Mrs. W. C. Bull and children, of St. Louis, is in the city, stopping with her father. George P. Anderson, No. 85 East Pratt

W. H. Coleman and wife returned from Europe on Saturday, and are stopping at the Bates. They will go to housekeeping in the course of a month.

Rev. Thomas L. Johnson, a returned missionary from Africa, a highly endowed colored man, a graduate of Spurgeon's College, in England, will speak at the First Baptist Church to-morrow night.

LEBANON NOTES. Rev. W. P. McKensie, of Delphi, Ind., is to be the pastor of the M. E. Church...Miss Etta Mcthe pastor of the M. E. Church...Miss Etta Mc-Coy went to Crawfordsville iast Wednesday to visit her grandfather...Levi Thomas and wife, of Frankfort, visited friends here last week... Miss Grace Titus has returned home from a visit with friends in Shelbyville...Mrs. J. M. Weed and daughter Lula have returned from their so-journ with friends in Ohio...Miss Nannie Patton left for Putnam county Friday, where she will teach a winter school...Rev. Pavey leaves Lebanon for the Dayton, Indiana, circuit...Rev. A. G. Neal and wife and son, of Alto, and Mrs. Johns, of Jolietville, were guests of Dr. A. B. Jones and wife last Tuesday...Mrs. Kraus has returned to her home at Hartford City, Ind,. after two weeks' visit here with friends.

Industrial and Trade Notes. The Western Furniture Company is so pressed with orders that the establishment

is working a day and night force. The Indianapolis elevators on Saturday last contained 316,426 bushels of grain, against 450,860 bushels on the corresponding date last year.

While there is no special feature in the business of the machine-shops, all are busy, working full time and full-handed, and indications are that through the winter all

are to have plenty of work. Box manufacturers report their business the most prosperous at the present time in some years. There is a large demand for boxes in which to pack canned goods and other products of the season.

The United States Lounge Manufacturing Company has leased the buildings formerly occupied by Phil Dohn, on South Meridian street, remodeled them, and is to go into the manufacture of lounges quite extensively.

The Weigel show-case manufactory is be-coming one of Indianapolis's most prosperous industries. The works are shipping show-cases into the Southern and many of the Western States, and have an excellent local trade. The Indianapolis Frog and Switch Com-

pany is steadily increasing its force and finding ready sale for its railway supplies. Within the next few weeks the company proposes to considerably further increase its production. The Deitz box manufactory has in operation two box-nailing machines, which are

worth seeing in operation. They nail both sides of a box at once, and do it in an instant. The machine is quite simple, but does great work. E. C. Atkins & Co. are working a portion of their saw-works nights, so pressed are they with orders. Through their repre-sentative houses at New York and San Fran-

cisco they are selling large quantities of their production. Business at the Van Camp packing-house is moving along at high tide. The pay-rolls on Saturday showed that 678 persons were employed about the establishment. Tomatoes and sweet corn are the principal arti-cles which they are now canning.

The Lewis-Porter Cabinet Company to-day turn out their first work. The buildings and machinery are all new, and the works start out under favorable conditions and plenty of capital behind them. The plant is very complete in every respect.

The Kautsky Frame and Molding Company has been obliged to increase its force on account of the large increase in its business. These works have just turned out a frame for the Indianapolis Art Association which is very unique and elegant in design.

Indianapolis has three large broom manufactories, and all complain of trade being dull, and attribute it to the introduction of natural gas, taking the ground that the housekeepers are doing much less sweeping than they did when they had coal fires and the annoyances arising therefrom.

The Udell Wooden-ware Company is doing the largest business in its history. The company is manufacturing several novel-ties which take well and for which they are receiving car-load orders. Last week the establishment shipped thirteen carloads of goods going to about as many different States.

In Indianapolis there are 168 barber-shops, and forty-two of them are running on leased chairs. One of the second-hand furniture-dealers makes a specialty of fitting up shops. From a shop in which there are two chairs he realizes \$8 a month. Looking-glasses and other less important conveniences are included in the sum

With the provision men the year nearing its close has not been a very favorable one in a financial way. Hog products ruled low all the year. While they paid last fall and winter high prices for hogs, lower prices may be looked for this fall. However, at the present time the holding of hog products in this market is the lightest in any September for years.

The Indianapolis car-works now have contracts to build 1,400 cars, and in the next week will likely secure contracts which will keep them busy until Feb. 1. President Millard says the prospects for work were never brighter, and one of the best features of the situation is that the railroads are willing to pay prices for good cars which will leave some margin for the

manufacturer. Some idea of the increase in the business of packing fruits at home may be formed from the fact that one South Meridianstreet house has shipped 15,000 gross of glass fruit-jars for distribution by the retail merchants in this and adjoining States in the last sixty days. The quantity can be more readily understood when it is stated that this quantity of goods filled, to their utmost capacity, 160 box cars.

The Creamer & Scott carriage manufactory has got well under way. Last week the establishment had forty-five men at work, and will increase on this force from week to week. In the not distant fut-ure Indianapolis bids fair to be one of the largest carriage, buggy and cart manufacturing points in this country. In fact, already more carts are manufactured here than at any point in the United States.

Said one of the largest furniture manufacturers in the city on Saturday last:
"But few people are aware of the extent of our business. It will doubtless be a surprise to many, but nevertheless it is true, that an average of forty-five car-loads of furniture are shipped daily from Indianapolis. In this statement is included desks, chairs and lounges. About 50 per cent. of the shipments go to the Southwest and the Pacific coast points."

That these are prosperous times with the brewers is evidenced in the fact that H. Schmidt is building a \$25,000 residence on the South Side, and H. Leiber is just completing, at the corner of Delaware and Mc-Carty streets, one of the finest buildings south of Wasnington street. In style of architecture it is not excelled by any building in the city. In the third story there will be a hall, finely finished, 160 feet long by 50 wide.

The J. B. Alfree Company, which recently purchased the buildings occupied by the United States Steel-nail Company, is remodeling the old buildings and enlarging the plant, expending fully \$30,000 in improvements. A wealthy Eastern manu-

facturer has taken an interest in the establishment, and it is to be made one of Indianapolis's most important industries. Several car-loads of machinery were received last week from Eastern machineshops, and the equipment of the plantentire is to be first-class.

With the removal of the electric works from a portion of the buildings occupied by Nordyke & Marmon the latter will increase their force, occupying all the room vacated; and within a few weeks Nordyke & Marmon will erect another large building purposing in the not distant future to employ 100 more men. Their works now give employment to nearly 350 men.

When Baby was sick, we gave her Castoria. When she was a Child, she cried for Castoria. When she became Miss, she clung to Castoria. When she had Children, she gave them Castoria.

RAILWAY TIME-TABLES.

DENNSYLVANIALINES-THE DIRECT AND POPULAR PASSENGER ROUTES.

Trains leave and arrive at Indianapolis as follows; Leave for Pittsburg & N. Y. 4:30 am, 3:00 pm, 5:10 pm

"Richmond & Columbus 9:00 am, 4:00 pm

Ar. from N. Y. & Pittsbg. 11:40 am, 6:50 pm, 10:20 pm

"Columbus, Richmond, etc., 9:40 am, 3:50 pm

Sleepers to Pittsburg and New York without change.

CHICAGO DIVISION. Leave for Chicago and Northwest 11:35 am, 11:20 pm Arrive from Chicago and Northwest 3:25 am, 3:15 pm

J., M. & I. R. R .- SOUTH. Leaves for Louis-ville & the South 4:00 am, 8:45 am, 3:25 pm, 6:25 pm Ar. from Louisv'le & the South 10:00 am, 11:25 am, 5:45 pm, 10:55 pm

Cairo Express, Arrive...... 5:00 pm

Pullman Sleepers. INDIANAPOLIS TO DETROIT WITHOUT CHANGE,

Commencing Sept. 16. \$8.50 Detroit and Return, all rail.

\$7.60 Detroit and Return, via boat. Account Detroit Exposition. Tickets sold Sept 16 to 27. Good returning until Sept 29.

LOUISVILLE, NEW ALBANY & CHICAGO RY. (Co-

The ONLY LINE running a MORNING TRAIN to Chicago, returning the same day. Leave Indianapolis 7:00 a. m., daily: returning, leave Chicago at 11:40 p. m., daily, arriving Indianapolis 7:59 a. m. Other trains leave as follows: 11:55 a. m. [except Sunday], arrive at Chicago at 6:35 p. m.

11:15 p. m. [daily] arrive at Chicago at 7:10 a. m.

6:00 p. m. [daily], Monon Accommodation.

Pullman Sleeping and Chair Cars on all, through



*11:15 p. m. Arrive, from West....*3:40 a m, 10:15 a m, 2:40 p m, *6:30 p. m. *Daily, City Ticket-Office, 42 Jackson Place. VANDALIA LINE—SHORTEST ROUTE TO ST.



ELY-Mrs. Rebecca Ely, Sunday morning, Sept. 15, at 7 o'clock, aged 66 years, 5 months and 6 days, at the residence of her son. James D. Ely, 33 West St. Joe street. Funeral Tuesday morning, Sept. 17, at 9:30. Burial at Paris, Ill.

FINANCIAL.

MONEY-QUICK-TRY BRYAN, NO. 1 NORTH Meridian street. COANS - MONEY ON MORTGAGES. C. F. SAYLES, 75 East Market street. L'INANCIAL-MONEY ON MORTGAGE, FARMS I and city property. C. E. COFFIN & CO. MONEY TO LOAN-6 PER CENT. HORACE M. McKAY, Room 11, Talbott & New's Block. SIX PER CENT. ON CITY PROPERTY IN IN-

TO LOAN-Private funds on farm and city prop erty. Large loans on business property, 6 per cent. STANTON & SCOTT, 3412 North Delaware st. M ONEY TO LOAN ON FARMS AT THE LOW. est market rate; privileges for payment before due We also buy municipal bonds. THOS. C. DAY & CO., 72 East Market street, Indianapolis.

WANTED-AGENTS.

CANVASSERS, EITHERSEX, EVERYWHERE O positively making \$25 to \$50 weekly. Eminently respectable, profitable, pleasant. Write quick. CRAFT & CLAY, Indianapolis, Ind. GENTS WANTED-MOST WONDERFUL MA-

A chine ever produced for printing advertising signs, entirely new; patented July 9, 1899. Sells to every merchant. Sample work and terms, 10 cents. ARC PRINTER M'F'G CO., Racine, Wis. FOR SALE-MISCELLANEOUS. LOR SALE-A SOAP FACTORY. Everything

I new and complete. Capacity 400 boxes per week. Address STAR SOAP CO., Fairbury, Neb. COR SALE-GROCERY STAND-GOOD REAr sons for selling. Will be made known by applying of W. B. ADAMS, 614 East Main st., Muncie, Ind. DOR SALE-AN ESTABLISHED BUSINESS-Pays \$2,500 a year. Clean stock; first-class location and favorable lease. Owner can give the best of reasons for selling. Address Merchant, Journal office. BUSINESS OPPORTUNITIES.

CMALL CAPITAL legitimately doubled immedi-Sately without risk. Capital guaranteed. Full par-ticulars on application. References given. Address CHAS. T. MURRAY, 45 Broadway, New York. A NEW STOCK OF GENERAL MERCHAN-dise, located in a town of 2,000 inhabitants; stock will invoice \$4,500; will sell for sixty-eight (68) cents on the dollar. This is a rare chance for an enterprising man to make money. F. HUFFMAN, Westfield, Ind.

ANNOUNCEMENTS. WANTED-THE HEIRS OF MARTHA TOUR-tellott nee Towne nee Johnson, want information concerning an advertisement for said heirs in New Eng and papers recently, relating to real estate of Ithiel Towne, situated in the city of Indianapolis, State of Indiana. Address L. W. WILDER, P. O. Box 653, Webster, Worcester Co., Massachusetts.

BUSINEESS PROPOSITION. -I HAVE FOR A sale an honest, valuable, developed, paying mining property on the following basis.

1. That the capital stock shall be \$200,000, to be subscribed at par. Purchase price of property, \$125,000, working capital for needed improvements to increase output, \$50,000, and \$25,000 as a reserve fund. 2. That the property will stand any investigation, proving its actual value \$500,000, and a positive producer for the next fifty years.

3. That the property will pay an annual profit, under judicious management, of \$50,000.

4. That there is now on dump refused ores that (with railway facilities, which the camp will have inside of two years) can be marketed, netting to the company the full investment. That no subscription be taken for less than 6. That property is easy of access, possessing all the advantages for successful mining on a large 7. That the above facts must be substantiated by investigation of an expert and committee of not less than four, chosen by the subscribers, before subscriptions can be called in.

8. That subscriptions must be completed, property examined and deal closed before the 1st of Decem-

If you feel kindly towards mining investments, it will pay you to investigate.

Maps, with full description, including output for past year, with full line of specimens, can be seen The property has been a continuous producer for the past twenty-five years.

Andress or call on A. W. GIFFORD, 919 Olive street, St. Louis, Mo.

FOR RENT. TWO BOOMS, WITH POWER, ON MEBIDIAN And South streets. Apply at Bryce's Bakery.

BUSINESS DIRECTORY.

ATKINS E. C. & CO., manufacturers and CUT, BAND, and all other
Belting, Emery Wheels and Mill Supplies.
Illinois street, one square south SAWS

BELTING DA WO EMERY WHEELS. W. B. Barry Saw & Supply Co., 182 & 134 S. Penn st. All kinds of Saws repaired.

THE SINKER-DAVIS CO., Saw-Mill Machinery, Engines and Boilers, Pipe-Fittings and Natural-gas Supplies,

111 to 149 South Pennsylvania Street. HOLLIDAY & WYON, Wholesale Manufacturers of Coupe, Surrey, Buggy and Express

HARNESS. No. 77 South Meridian street, Indianapolis, Ind. Price List sent the trade on application.

LUMBER. E. H. ELDRIDGE & CO., Shingles, Sash, Doors and Blinds,

SAFE-DEPOSIT VAULT

COR. ALABAMA AND MARYLAND STS.

Absolute safety against Fire and Burglar. Finest and only vault of the kind in the State. Policeman day and night on guard. Designed for the safe-keeping of Money, Bonds, Wills, Deeds, Abstracts, Silverplate, Jewels, and Valuable Trunks and Packages, etc.

JOHN S. TARKINGTON, Manager. LUMBER, SHINGLES, ETC.

HENRY COBURN, dealer in all kinds of Building Material, Sash, Doors Blinds and Frames. Veranda work a specialty.
PLANING-MILL AND YARD-Keutucky avenue and Mississippi street. The Indianapolis Glue Company



REMINGTON



STANDARD

It has been for fifteen years the STAND-ARD, and embraces the latest and highest achievements of inventive skill.

Wyckoff, Seamans & Benedict, 34 East Market St., Indianapolis.

THE BEAUTIFUL

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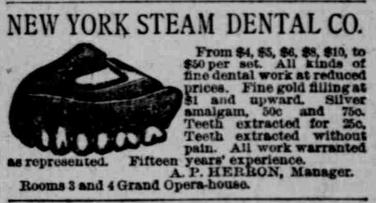
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